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NEWS OF THE FAR EAST
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[a40-1]

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[a592]

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12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.
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9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.00 a.m. to 11.00 a.m. ... Every 10 minutes.
11.45 a.m. to 12.00 Noon ... Every 15 minutes.
12.00 Noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.
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Hongkong, 21st July, 1909. [a535]

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[a51]

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THE BEST IN THE MARKET

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Lv. —Mukden (")	8.50 p.m.	"	"
Ar. —Changchun (")	9.15 p.m.	"	"
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Hongkong, 13th July, 1909. [957]

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[a42]

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Hongkong, 24th July, 1905. [a998]

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[a45]

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Hongkong, 4th December, 1907. [a44]

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Hongkong, 5th October, 1908. [a43]

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[a195]

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[a1623]

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CARBOLIC SOAPSHIGHLY RECOMMENDED BY THE
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THE HONGKONG DISPENSARY
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Hongkong, 19th July, 1909.

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The Daily Press.

HONGKONG, AUGUST 9TH 1909.

UNDER an Agreement between Japan and China made in December, 1905, Japan acquired the right to improve the Antung-Mukden railway so as to make it fit for the conveyance of commercial and industrial goods of all nations. We have not at hand the text of the agreement, but its purport was as we have stated. The present line between Mukden and Antung, 128 miles in length, is a Decauville light railway of 2'4" gauge. It was constructed by the Japanese for military purposes during the war with Russia. The Commissioner of the Imperial Chinese Maritime Customs at Antung referred to it in his 1907 Trade Report as "that wonderful little 29-inch track which overcame the Russian forces in front of it by the weight of lead and stores which it belched forth at them from the railroad. It remains as a splendid example of military engineering; but, in its present form, it is a far too light and ambitious mountaineer to have any serious commercial importance attaching to it." Mr. E. S. LITTLE, who contributed to the N.C. Daily News last week a descriptive account of a recent journey through Manchuria, thus refers to the line:—"Except for a short distance out of Antung, and another small stage before Mukden, the entire journey is through mountains, and it

the other. The slow rate at which the train proceeds may be judged when it is stated that at one point the engine-driver left his engine, and ran in front of it to a curve. Having seen that the line was clear he waited until the train overtook him and then jumped on board again. The bridges along the line are small wooden structures, some of them exceedingly high above the water. Cars are frequently jumping the track, which is insecure and most unsafe; in fact, there is considerable danger attending the trip. The Japanese demand to reconstruct the line, and put it into proper working order, appears, therefore, reasonable and necessary."

It was the intention of the Japanese railway administration to begin the reconstruction of the line last Spring, and it was contemplated that within three years there would be a broad gauge railway from Antung to Mukden, following in the main the course of the present light railway. China apparently contends that the agreement does not give to Japan the right to reconstruct the railway, but merely to "improve" it, and some contention has also arisen over the proposal of the Japanese to construct a bridge over the Yalu with a view to joining this Antung-Mukden line with the trunk line, over 500 miles in length, which runs through Korea. Mr. KERR, in his useful book entitled "Railway Enterprise in China," summarises the agreement in these terms:—"The Antung-Mukden line is to be constructed and operated by Japan for a period of eighteen years, calculated from the 22nd. of December, 1905. On the expiration of this period the Imperial Chinese Government have the right to acquire the line at a price to be settled by arbitration." More than three and a half years of that period have already elapsed, and the impatience of Japan at the delay due to Chinese obstruction can be readily appreciated, for the longer the delay the less valuable the concession becomes from the commercial point of view. But the Chinese attitude apparently has been that Japan has not been looking so much to its commercial as to its strategical value. This, however, is an argument which it is not easy to follow. If only strategical considerations entered into the matter, there would appear to be no very urgent reason for the reconstruction of the line, but it is admitted that if the line is reconstructed to standard gauge and connected by a bridge across the Yalu the line would possess great commercial possibilities. The Customs Commissioner at Antung, who naturally sympathises to some extent with the Chinese attitude, writes: "Yet, if both the bridge and the new rails materialise, this route from Japan to Siberia, now one of the most diversely interesting in the East, should become one of the most frequently travelled."

With regard to the bridge across the Yalu the Chinese Authorities asked that the plans be so drawn as to provide for some form of draw or swing over the channel, so that the Chinese town at Antung might not be subjected to the inconvenience and expense of having all its deep-sea shipping prevented from coming up to or nearer the Bund. The plan for the bridge, a structure 3,182 feet long, divided into 200 and 300-foot truss spans, provided that it should be only 26 feet above high water. Since the ordinary cargo boats within the harbour carry masts of from 30 to 40 feet, and the sea-going junks, which ply regularly between Antung and Chefoo, have masts averaging over 50 feet, China's protest against a closed bridge of such a height as to hamper her sea-going traffic is a perfectly reasonable one. Such a protest could hardly be ignored by Japan, and though we do not know how this matter now stands, we cannot suppose that Japan has failed to see the reasonableness of China's objection and endeavoured to meet it. In the absence of any information on the point we assume this objection has been met, since it does not seem to have figured in the contention of late, which appears to be concerned solely with the question as to whether or not the improvement of the line contemplated by the agreement covers reconstruction. It seems so clear that the original intention was that Japan should have the right to make it as commercially useful and valuable as possible, that we cannot be surprised that Japan should have grown impatient under China's obstructive tactics and decided to proceed with her plans forthwith. That the relations between the two Powers should have been strained to this extent is greatly to be regretted, but the impartial observer can hardly fail to sympathise with Japan in the matter.

The King's exequatur empowering Mr. F. A. Rabble to act as Consul-General of the United States at Hongkong has received his Majesty's signature.

A Marine Court, to enquire into charges of misconduct on the part of the Master and Mate of the British steamer *Shiu On*, will assemble at the Harbour Office to-morrow at 10.30 a.m.

The Yokohama Dock Co., Ltd., is going to raise a loan of 1,000,000 yen for the expansion of its business. For this purpose negotiations have already been opened with some foreign capitalists.

For assaulting a Chinese messenger boy near the Star Ferry wharf on Friday, Mr. J. W. Wood at the Magistracy on Saturday sentenced an Indian constable to one month's imprisonment without the option of a fine.

The *Gazette* announces that his Majesty the King has been pleased to approve of the appointment of the Hon. Mr. P. N. H. Jones to be an official member of the Executive and Legislative Councils during the absence on leave of the Hon. Mr. Chatham.

The extract of meteorological observations made at the Observatory during the month of July shows that the average maximum temperature was 86.5 and the average minimum 78.2 degrees. The rainfall was 12.825 inches and there were 252 hours of sunshine.

The export of watches from Japan began in 1906, and the output then reached some ¥840,000, but in 1907 this amount decreased to ¥630,000 and in 1908 to ¥410,000, the principal cause thereof being the depreciation of silver. The principal markets for Japanese watches are China, Hongkong and India.

His Majesty the King has not been advised to exercise his power of disallowance with respect to Ordinance No. 5 of 1909, entitled—An Ordinance to amend the Law with respect to the liability of young persons to the death sentence; and Ordinance No. 7 of 1909, entitled—An Ordinance to amend the Larceny Ordinance, 1865.

We are asked to state that in the case of Fung Chun Yuen v. Tsang Lai, mentioned at the Supreme Court on Friday, the defendant did not pay into Court the ten 10-dollar Chinese notes stated, as the sheriff of the Supreme Court is not allowed to receive Chinese notes. The money was tendered in part payment.

At the rooms of the Institution of Engineers and Shipbuilders of Hongkong on Saturday evening Mr. G. E. Glover, a charman of boiler-makers at the Naval Yard, read an interesting and instructive paper on "Water Tube Boilers."

A discussion followed and will be continued on Saturday week. Mr. J. Findlay Miller presided over the gathering.

Early on Saturday morning a fire occurred in a jeweller's shop at No. 6, Bonham Street. The fire brigade were promptly called, were early in attendance, and soon had the fire under control. The damage caused was slight. The insurance on the building was \$4,000, the policies being of the South British, the Phoenix and Marine Fire Insurance Companies.

A meeting has been held in the Maeso Chinese Hospital, at which the Chinese Community of that Colony resolved to send a special telegram to the Lisbon Government praying that Senhor Roccas might be retained as Governor of Macao. This action shows how much Senhor Roccas' administration in Macao is appreciated even by the Chinese Community.

During the month of July 93 arrests were made of Chinamen, Filipinos and Americans in the Philippines under the opium law. Of these 83 were Chinamen, 14 Filipinos, and one American. Three of the Filipinos were women. Of the cases tried the sentences were for the most part imprisonments of three months each, fines of P.300 being given in some cases.

Returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st July, 1909, as certified by the managers of the respective banks are as under:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia and China	3,737,977	2,800,000
Hongkong and Shanghai Banking Corporation	12,071,662	13,000,000
National Bank of China, Limited	47,310	Nil.
Total	\$15,856,949	15,800,000

Coronation Day is to be celebrated at the Kowloon Hotel to-night, when the following programme of music will be played during dinner:—

March	"Coronation,"	Elgar
Serenade	"Brigs's,"	Brigs
Selection	"Lilies and Dances O' Braid Scot- land,"	Coke
Characteristic ..	"The Whistlers and their Dogs," ..	I. Johnson
Concert.		
at 9.45 p.m.		
March.....	"A. Frangens," by 13th Rajputs Band	
Selection	"Shop Girl," Song "Over the hills,"	Mrs. Coke
Violin Solo	by Mr. Lopes
Overture	"William Tell," 13th Rajputs Band	
Comic Song	"Waiting at the Church," Thetether	
Selection, Finale ..	"Country Girl," Song "Under the Deodar,"	by Mrs. Coke
.....	Trumpet B.ils.
Pot Pourri.....	"Home,"	by Coke
.....	"God Bless the Prince of Wales," ..	
.....	God Save the King.	

HOW TO BE BEAUTIFUL—Keep your com-

TELEGRAMS.

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JAPAN AND THE ANTUNG-MUKDEN RAILWAY.

Tokyo, August 8th.

On Friday Mr. Ijuni, the Japanese Minister at Tokyo informed the Waiwupu of Japan's determination to proceed immediately with the reconstruction of the Antung-Mukden railway.

Yesterday the Japanese Foreign Office published a statement of the negotiations for the work of transportation.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

THE "TIMES" ON THE SITUATION.

LONDON, August 7th.

Reuter learns that the Japanese Minister to Peking has informed the Chinese Government that Japan is going to proceed independently with the re-construction work of the Antung-Mukden railway, in accordance with treaty right, without waiting for Chinese co-operation.

LONDON, August 8th.

The "Times," commenting on Japan's action regarding the reconstruction of the Antung-Mukden railway, considers that it is not surprising that Japan has lost patience in face of Chinese obstruction. The position held by the Japanese in South Manchuria is one of the few solid compensatory gains for the sacrifices she made in the war, without which China would not have possessed the authority she now uses against Japanese interests. There will be little disposition in England, the "Times" adds, to cavil at Japan's action, but there is wide-spread regret at the increased tension between the two Powers. It is urgently necessary in the interests of both to restore the relations existing immediately after the war. Japan's rivals would be only too glad to create difficulties for Japan by supporting Chinese obstruction.

KITCHENER A FIELD MARSHAL.

A NEW APPOINTMENT FORESHADOWED.

LONDON, August 7th.

It is officially announced that Lord Kitchener has been created a Field Marshal and that on vacating the command in India he assumes the office of High Commissioner of the Mediterranean. This post he will take up after his tour in the Far East.

LATER.

The papers believe that the above announcement foreshadows the appointment of Lord Kitchener as Head of the Forces of the Empire when they are co-ordinated.

A MANILA JUDGE ON THE PHILIPPINES.

Judge J. S. Powell, of the court of first instance, who is in the United States on leave of absence, stopped in Washington and gave out the following interview:—
Judge J. S. Powell, of Manila, P.I., who is stopping at the New Willard, spoke encouragingly of the islands yesterday. He said this country would never surrender the group, for as soon as she did there would be war. The judge did not specify from which quarter war would come.
"We have assumed guardianship over the islands, and we cannot, in justice to ourselves, give up this self-imposed task. There is no hope of the Philippines gaining their independence for some time. The Filipinos, after having tasted some American liberty and freedom, have become drunk on politics. They all want to be politicians and hold a job and draw money from the public treasury. President Taft, who is an optimist, said the Filipinos would be ready for independence in about fifty years. I say it will be twice as long at the rate the education of the natives is progressing.
"Manila's fortifications are practically impregnable, and the Power that would try to capture Manila would have a difficult job, indeed. But she has been designed for more serious work

THE LARGEST MOTOR LAUNCH IN THE EAST.

THE TRIAL OF THE "TIEN MA."

At the invitation of Mr. J. W. Kew a number of local residents on Saturday had the pleasure of taking a trial trip on the motor boat *Tien Ma*, the largest vessel of its class in the East, and designed for the river trade between Wuchow and Nanning. Shortly after five o'clock the engines were set in motion and the *Tien Ma* started on her trial run past Chinwan, round Chungshue Island, through the Malwan Passage and back to port. It was a new experience to many on board to travel by a motor boat, but the behaviour of the craft throughout the trip impressed them that it was not an unpleasant one, for in addition to the comfort found in well appointed launches, the *Tien Ma* travels at a speed which few, if any, steam launches in the Colony could maintain for more than a few knots.

The new vessel, which is hollow sterned, has a length of 74 feet and a beam of 14½ feet. Her draught, when fully loaded with 25 tons of cargo and 125 passengers, is 2½ feet. The boat has a 100 B.H.P. six cylinder Gardner engine installed, each cylinder being eight inches in diameter and having a nine-inch stroke. The engine takes ordinary kerosene as fuel, has low tension magneto ignition, forced lubrication, patent governor and reversing gear, while the vessel is fitted with a solid four blade bronze propeller and self-starter. The fuel consumption is 7½ pints per B.H.P. per hour, which is the same of economy. The engine starts off magneto, no batteries being required.

This is the fourth boat built for the Wuchow-Nanning run, and a fifth is now on the stocks. All the vessels are fitted with Gardner engines, for which Messrs. J. W. Kew and Co. are the sole agents for China and the Philippines, and an idea of their strength, durability, excellence of design and reliability can be gauged from the fact that the boats now on the run average about 26,000 miles a year without having to come to Hongkong for repairs. The *Tien Ma* has an average speed of ten knots. The hull was built under the supervision of Mr. Banker, at Wuchow, while the engine was installed by the Hongkong Dock Company under the supervision of Mr. J. Kew.

On the vessel's arrival in port she was made fast to Queen's Statue Wharf, where

Mr. D. MACDONALD returned thanks on behalf of the guests. He said he thought they would be waiting in gratitude if they failed to express their appreciation of the very pleasant trip they had had on the trial, and to wish future success to the *Tien Ma*. Her owners, Messrs. Kew and Banker, were the pioneers of the upper West River, for they had not only made travelling easy but also comfortable and rapid for the public who visited that part of the country. He had no doubt that with such facilities many in the near future would make a trip to Nanning, and he hoped that numbers would find it convenient to travel by the *Tien Ma*. (Hear, hear.) The distance from Wuchow to Nanning was something like 370 miles and about three years ago it was a question of weeks to make that voyage. Now it could be accomplished in six days by the vessels of Messrs. Kew and Banker.

Mr. Kew, in responding, said—Gentlemen,—For the good wishes so kindly expressed by Mr. Macdonald for the success of the *Tien Ma* I desire, on behalf of the owners and myself, to tender you all our best thanks for your presence here to-day. It is not often that trips of motor boats take place in Hongkong, nor in the Far East for that matter, especially in craft of such large dimensions as this one. But although I do not wish to take on the mantle of a prophet, I am of opinion that in the near future such trials will be, if not an everyday occurrence, at least very frequent. Great hopes have been expressed on all sides of the opening up of China by railroads and with its magnificent system of waterways I predict that this motor boat will do its share in this direction. Steam-boats can navigate China's great rivers, but the ubiquitous motor boat of shallow draught, burning kerosene as fuel, can penetrate beyond the limits of steam navigation. As kerosene can be bought all over China, in fact in places where coal cannot, there is a great future for this type of vessel. In Canton there are scores, mostly pleasure boats of small size—burning gasoline it is true—but when the advantages of larger craft for commercial purposes are appreciated the demand is certain to increase by leaps and bounds. As a marine engineer, I am first, in common with the majority of my cloth, had a prejudice against the motor, which appeared to be more of a toy than a seriously useful engine. It was all right in a small boat to afford a few hours' pleasure and, incidentally, many an hour's vexation, toll, and ruffled temper when it down. But after about 10 years' experience with internal combustion engines I have no hesitation in pinning my faith on their future. There are motors and motors, stationary and marine. The former always give satisfaction because they perform their functions under almost uniform conditions. But with the marine engine, which is called upon to bear all sorts of unexpected strains, the chief of which is the varying load it has to carry by reason of the different speeds at which it is run, it requires to be reliable, well designed, and substantially built, or trouble is bound to ensue. That the Gardner possesses all of these desirable qualities is amply evidenced by the fact that the three sister ships to this, in which are installed Gardner kerosene engines, motor some 26,000 miles a year without ever failing. The *Tien Ma* may not be "thing of beauty," but she has been designed for more serious work

Where formerly it took weeks to cover the journey it now takes but six to seven days, and the increased comfort afforded native junks needs no description. Merchandise, too, reaches its market in a third of the time formerly occupied, and merchants much appreciate the accelerated service. The boat, as you will see, is far more substantially built than would appear to be necessary. But the navigation of the river is not all plain sailing and the boats have many a narrow escape, in the vicinity of the rapids. Mr. Banker, the pioneer of this service, merits all praise, as it is due to his pertinacity and perseverance in overcoming thousands of difficulties that these boats continue on the run. Most other men would have retired in the face of the almost insuperable trials and obstacles he experienced for the first year or two, not to mention the pecuniary losses involved. But he had faith, stuck to his guns and worked hard, and this boat which you all have seen run so well to-day, is but another proof of his pluck and perseverance. Gentlemen, let me again thank you for the pleasure your presence has given us and for your good wishes, which I hope will be fully realised. (Applause.)

Other toasts were honoured, and the party dispersed after raising cheers to the owners and all connected with the successful launching of the craft.

ROBBERY IN CHANCERY LANE.

A daring robbery is reported to the police as having occurred in Chancery Lane on Friday last, a Chinese woman falling victim to a desperate gang of thieves. As she was walking along the thoroughfare a coolie snatched her umbrella and dashed into the passage way of a ground floor house. The woman gave chase, but no sooner had she got within the door than it was locked, and she was seized by two other men. One seized her by her throat, while another gagged her. The thieves then proceeded to strip her of her jewellery, which she valued at \$373, after which they made good their escape. The woman was later found lying at the foot of the stairs in a semi-conscious condition by one of the inmates.

CANTON-HANKOW RAILWAY.

Grand Counsellor Chang Chi Tung has telegraphed to Tsoai Wong Ping Yang, Director of the Canton-Hankow Railway, as follows:—"During the previous month, Sir Chan Tung Liang Sheng, Superintendent of the Canton-Hankow Railway, applied a few times to be allowed to resign his appointment, on the ground that the present weak state of his health prevents him from efficiently carrying out his arduous duties. Being assured that Sir Chan is the most able man for the post, I did not see fit to accept his resignation, especially as Sir Chan possesses the confidence of the shareholders. I desire you, therefore, if Sir Chan persists in his intention of resigning, to call on him personally, and inform him that it is my great wish that he should continue in his appointment. The Board of Posts and Communications has been supplied with a copy of this telegram, and concurs with me in this matter."

NEED OF WIRELESS STATION.

Much has been said recently with good logic, says the *Manila Cointenance* of the 3rd inst., on the score of necessities versus luxuries in the expenditure of Government funds. Too much cannot be said on this head so long as the finances of the country are in their present impoverished condition. Under the term necessities must be classed all measures that have for their object the protection of human life and property. In the same category belong all Government enterprises reasonably designed to increase the production of staple crops and food stuffs. No Government can be blamed or accused of extravagance that prudently lays out the public revenues to attain either of these ends. The means employed may sometimes be reckoned unwise or open to objection, but no rational man would weigh money against the public health or the public safety.

Had the Legislature kept these facts clearly in mind its members would not have hesitated to approve the estimate contained in the last budget looking to the establishment of a wireless station at Aparri or Santa Ignacia de Basco. Such means of counter protection of life and property to the coast are absolutely necessary from the ravages of typhoons that annually afflict the northern sections of Luzon and the seas adjoining. The great need of a wireless station in that region was brought home to people in Manila in a most striking way last week when the islands were threatened with typhoons from three points of the compass. Thursday evening Manila shipping was in the suspense awaiting news from the north. The telegraph lines were down and communication with the northern provinces was absolutely out off. Yet it was known in Manila that a typhoon of dangerous proportions was lying near the island of Luzon to the northeast. It might take a direction that would bring it over Manila and the southern provinces or it might go on an opposite course and leave the island unharmed. Thursday evening one word from Aparri would have told the whole story. Had there been a wireless station in that region that word and many more could have been obtained. As it happened the storm headed away from Manila. That information on Thursday evening would have allayed anxiety. On the other hand, had the typhoon been due for Manila or across the path of north-bound ships a few words of warning would have given time to prepare for the fury of the wind. Other occasions are likely to arise in which there will not be such a fortunate exit for coastwise shipping. One typhoon might destroy property to many times the original cost and the subsequent maintenance of a wireless station in that part of the islands, not to mention the lives that might be lost. This, too, in an instance when the word of warning would avert catastrophe.

LATEST STEAMER MOVEMENTS.

The C. & M. str. *Zifiro* left Manila on the 7th inst., and is due here to-day at 6 p.m. The cargo of *Sile* shipped on board the M.M. str. *Tourane*, which left this port on the 6th inst., is expected to arrive on the 6th inst.

RANDOM REFLECTIONS.

How remarkable! A whole week without seeing the typhoon signals! It looks like hoisting, and I suppose I'll be asked to "touch wood."

Probably the typhoon signals were not brought out as there was no proper place to exhibit them this week owing to the *Tamar* being in dock. Of course other explanations may be forthcoming.

In Kowloon, I am told, there is an undercurrent of dissatisfaction which occasionally finds expression in a growl about the absence of typhoon signals visible from all parts of the peninsula. Those people fortunate enough to live in houses which command a view of the harbour have little cause for complaint, but there are not many such houses, and as the peninsula is fairly flat advantage might be taken of one or other of the few eminences to enlighten the residents of the proximity of typhoons.

Bathers know the jollyish and usually dodge them, but the jollybaths, which have become almost as great a nuisance in our bathing areas, are not so easily avoided. This past week they have been unusually virulent, and exclamations from bathers have proclaimed their meeting with the little beggars. The result of the contact is a series of stings and prickles which are not easily allayed. I have no scientific knowledge on the subject of the doings of these submarines, but the explanation generally accepted is that the heavy rains, having disturbed the water, have brought them from the bottom to plague the swimmer and to give all sorts of sensations to the timid in the sea.

How far good comradeship will carry men in Hongkong was illustrated in the action mentioned at the Supreme Court on Friday. In this case the proprietor of a local hotel brought a claim against a boarder, but the man's claims rightly or wrongly seemed to the action should not be brought, and as they happened to be staying in the hotel also they were able to secure their wishes being respected by declaring they would leave if the claim were not dropped. Such a league against the landlord is reminiscent of tactics in Ireland, where the blunderbuss is occasionally presented when the "decent gentleman" calls for his rent.

Legal proceedings in Hongkong, though sometimes brightened by specimens of Oriental simplicity or outness, scarcely ever afford such entertainment as was provided in the Rolls Court, Dublin, last month, between the defendant and the redoubtable Mr. T. M. Healy, M. P., one of the plaintiff's counsel. Mr. Healy, referring to a passage in defendant's affidavit, where he said he had resided for long periods in London, Dublin and Naples, and had been as far away as Australia, added the comment, "Perhaps you were at the South Pole." This brought the crushing retort from the witness, "No. I do not draw on a vulgar imagination." Later Mr. Healy asked, "Is that your explanation?" to which the witness replied "No, it is not an explanation. It is merely trying to bring my intelligence down to the level of yours." Couldn't we import a few Tim Healys?

The new harbour light on Signal Hill, Kowloon, does not seem to excite the enthusiasm of the seafaring men. In fact, I have heard some scoff at it and declare that it is absolutely useless. They assert that it is not properly placed and that it is not of sufficient brilliancy. I am not a nautical man myself—though I once tried to sail a yacht from Ah King's to Kowloon Bay and fetched up at Blake Pier—but when entering the harbour the other evening from Lyceum I could not help being struck with the justness of the criticisms I had heard. The light is not visible from any distance and the wisdom of erecting it in that situation is certainly open to comment.

Live and learn! Not until this last week did most of us know about the differences between can ice and plate ice, and the litigation has commenced in the Supreme Court has been remarkable for shedding more enlightenment than legal proceedings usually do.

Weather talk usually suggests poverty of ideas, but such a harsh judgment might be suspended in my favour especially when there are so many extraordinary features to note. At Home there is scarcely any summer except in name; Iceland, whose appellation makes it difficult to associate it with heat, being actually warmer than London or Paris in June. In the East similar vagaries are taking place. People were dying from heat apoplexy in Peking and Tientsin two weeks ago, and at the same time snow was falling on Fujiyama. What a queer place this world is after all!

I noticed in the D. P. the other day a very readable extract from the *Lancet*, in which that journal pointed out how insidious drinking glasses were. When one gives the matter a little thought there certainly appears to be room for improvement. It is not in the interests of cleanliness that a glass of liquor should be handed by the serving person to the drinker with his fingers and thumb on the rim, on that portion of the glass which comes into contact with the drinker's lips, and it does not improve matters when the drinker does the same in order to raise the glass to his lips. It is pointed out that those who imbibe tea run less risk of contamination because they use cups, which have handles (unless the boy has been unusually destructive), and as it seems advisable to have drinking vessels with handles we could not do better perhaps than go back to the tankards—foaming tankards—out of which our forbears got so much satisfaction and—ale.

FREDERICK FANDOM.

BOYCOTTING THE PORTUGUESE.

OUTCOME OF THE "FATSHAN" AFFAIR

Our Canton correspondent writes on the 6th inst.:—An important meeting of the Self-Government Society was held yesterday evening, and thousands of persons, representing every section of the people, attended the meeting. Chan Wai Po was unanimously elected Chairman, and he opened the proceedings by reading the circular convening the meeting, a translation of which I sent you yesterday. The Chairman then informed the meeting that he had been handed a copy of a letter which had been written by Messrs. Butterfield and Swire to the British Consul to come to some settlement of the *Fatshan* case. He said that the audience could see from this that Messrs. Butterfield and Swire had done all in their power to bring the *Fatshan* incident to a satisfactory conclusion, and had made ample compensation to the deceased's family. The Chairman then called upon Mok Wing Yu, who had full power to represent and act for Messrs. Butterfield and Swire, and Ho Yu Tung, acting on behalf of the family of the deceased Ho Yu Tung, to come to a final settlement. They informed the audience that they had arrived at a satisfactory settlement, and thanked the Society for its interest and help they had given to the case.

The Chairman then said that the *Fatshan* affair as regards Messrs. Butterfield and Swire was concluded, and he proposed that they should send telegrams to their countrymen informing them of this fact. The audience approving, a telegram was thereupon drafted.

The Chairman then resumed. The Consul for Portugal had not done his share of the business. He had refused to try Noronha to offer an apology. He had falsely accused the Society of bribery, and had refused Victorio Chang's proposal to hold a joint trial. The Chairman asked the assembly to decide on some form of retaliation for this insult to the Society, and to the Chinese nation in general. As far as he could see, all they were able to do was to request the Portuguese Consul to hold another trial, and to be careful in their future connections with the Portuguese. There were very few Portuguese firms, and not much business was carried on with the Chinese. The Portuguese were mostly employed by other foreign firms, as clerks, etc., and some were employed in Chinese firms. The Portuguese were a violent people, as they could see from the murder of Ho Yu Tung. It behoove them, therefore, to have no more business transactions with them, lest they be treated as their poor countryman Ho Yu Tung had been. They should have no further dealings with any firm, Chinese or foreign, who employed Portuguese clerks or assistants; and he asked the audience whether they approved of this course.

Kong Shui Cheun, an influential member of the gentry, then stood up and proposed that the Chairman's suggestion be adopted; and he further moved that telegrams be sent to their compatriots in every country to refrain from having any business transactions in future with firms employing Portuguese.

Ho Wai Nung seconded the proposal, and the audience unanimously concurred, signifying their approval by shouting and clapping most uproariously.

After partaking of refreshments, the audience dispersed, and the meeting was postponed till this evening.

LOCAL SPORT.

LAWN BOWLS.

Two matches arranged for Saturday afternoon had to be postponed on account of the rain. The fixture between the Police and Kowloon Clubs was postponed before the weather cleared. It will probably be played next Saturday. The other match, between the C. Y. C. and the Kowloon Cricket Club, arranged to have taken place on the green of the Kowloon Bowling Club, had also to be deferred.

QUEER CRAZES OF COLLECTORS.

Once bitten with the mania for collecting things, and the average individual seems to lose all control over himself. It does not matter, apparently, what the objects are. "Old" china that is not old, stamps forgotten or surcharged in a peculiar way—for these, and other such like intrinsically valueless articles he will cheerfully pay away a fortune if need be.

One well-known lady, who died recently, expended £6,000 on keys. Her collection comprised the key of the Nuremberg Iron Virgin, one said to have belonged to Cleopatra's barge, another of the private sitting-room of the murdered Queen Drago of London—got by bribing a "Beef-eater"—and the one that used to unlock Anne Hathaway's cottage at Stratford-on-Avon.

A rich Manchester gentleman collects wooden legs, of which he possesses several hundred specimens. Minnie Palmer, the actress, had a craze for collecting stockings, and accumulated more than twenty trunks full.

King Edward's hobby is walking sticks, of which he possesses a very fine assortment indeed. His son, the Prince of Wales, is a stamp enthusiast. A London society lady devotes herself to collecting door handles, of which she owns over 2,000 examples.

An East End publican has been collecting policemen's truncheons for these forty years past. He has over 300 of them, including some that were served out to the special constables sworn in during the Chartist agitation, and others that are connected with famous crimes. Prince Bismarck collected thermometers. George IV. had more than 10,000 teapots piled in pyramids in the Brighton Pavilion. Charles Rothschild has spent hundreds of pounds in collecting specimens of fleas. Laura B. Starr, the authoress, collects children's dolls from all over the world.

Scores of enthusiasts are at this present moment engaged in collecting railway tickets, often at considerable risk and expense—to themselves. Others pin their faith to train tickets, to cigar bands, to cigarette boxes. A famous lady novelist has collected buttons for over twenty years.

PHYSICAL TRAINING FOR THE CHINESE.

BY M. J. EXNER, M.D., IN THE "EDUCATION REVIEW."

The aim of physical training for the individual is, to secure for him the physical basis for the fullest and most efficient life which it is possible for him to live. Its aim, for the race is, to increase its physical capacity. Physical training aims to give men a strong and highly vitalized body, a powerful heart, capacious lungs, a sound stomach, a vigorous brain, steady nerve, physical courage, and right physical habits. It pertains not merely to the element of exercise, though that is an important element. Food and digestion, sleep, fresh air, bathing, clothing, and mental hygiene all are important factors. Physical training in the true sense includes all matters which pertain to physical welfare. It requires no argument to show that physical health and vigour are fundamental to success in any calling of life. Not only does success in muscular work depend upon physical endurance and physical skill, but intellectual and moral achievements as well depend upon physical states. The energy with which we think and feel and will, come from the food we eat. If the stomach does not properly perform its function, the mind is dull and the will is weak; we can not concentrate, we can not achieve. A sluggish liver gives irritable nerves and a jangled brain. Flabby muscles go with a weak will, lack of initiative, lack of courage. It is easier to be good when health abounds; it is hard to be good when the physical life is low. A forceful, efficient, contagious life is possible only with abundant health and overflowing vitality. All this is well understood.

It is not so generally understood that the service of the body for the intellect is not merely to furnish energy for intellectual processes, but that the development of the intellectual centres of the brain during adolescence is largely dependent upon bodily exercise; that a co-ordinated muscular system is necessary not only to muscular skill, but to intellectual vigour and endurance. The close relation of the nervous and muscular systems has come to be so well understood by physiologists and psychologists that they no longer speak of them as separate, but join them in the term neuro-muscular. Let us look for a moment at the physical basis for this muscular and psychic relation. "From one third to one-half of the brain surface is concerned in making muscles contract, definite areas being in relation with definite muscles or groups of muscles. We know that it is necessary to have muscular exercise of any group of muscles, if the corresponding nerve centre is to be developed. Hence, if the full development of the entire motor area of the brain is to be achieved, the muscular functions of the body must be such that each muscle become powerful, but the faculties of co-ordination and control must be developed. These appear to be even more closely related with the finer organization of nerve structure than the exhibition of power. Varietal muscular exercise is absolutely indispensable in the development of the brain, and upon the right development of the brain is dependent the large bulk of our psychic activities.

The co-operation of contiguous nerve centres furnishes one of the most potent arguments for the necessity of exercise during young manhood. Psychologists tell us that nerve centres may draw power from neighbouring nerve centres; the intellectual centres may draw energy from the motor or muscular centres. Thus we see the great importance of a thorough development of the motor area of the brain. "Men of intellectual ability," says Galick, "may not have well developed muscular systems, but it is rather unusual to find men of extended intellectual capacity who are not engaged in vigorous and extended exercise. The motor brain seems to be a sort of battery, furnishing power for intellectual labour, but it furnishes endurance rather than force." The spontaneous interest of young men in exercise of an extreme character indicates that there is some organic need for such exercise during these years. It is Nature's way of indicating her demand.

Dr. Sargent says, "Until the first period of service at Yale University the first divisions in the class were almost invariably the best divisions in gymnastics." At Bowdoin and Harvard colleges the best scholars as a class were found to have the best physiques. From data obtained from examination of 30,000 school children in St. Louis, Dr. William T. Porter found that among pupils of the same age those who were in the highest grades were the tallest and weighed the most, and those who were in the lowest grades were the shortest and weighed the least. Mr. Charles Robert, of England, in a similar examination of school children in London, confirmed this discovery. He found that there was a definite relation between size of body determined by stature, weight and chest girth, and precocity and dullness of intellect in children. In other words, it has been found that the more intelligent classes are taller and heavier than the less intelligent of corresponding ages. But some conclusions have more recently been reached by Gratkowski in Russia, by Dr. Hastings in Omaha, and by Dr. Beyer in Cambridge.

"When we come to the racial faculty, the will," says Galick, "modern psychology again asserts that will express itself in terms of muscular activity, and that power of will, in its origin, bears a relation to firmness of muscle, to power of muscular contraction." We must not overlook the fact that moral purity also has a relation to a physical basis. It is the man with flabby muscles, poor digestion and irritable nerves that has the hardest fight for a clean life. It is in him that the physical passions clamour most loudly for gratification, and it is in him that the will to fight a successful battle is likely to be most deficient. A strong, firm-fibred, normally functioning body is a great aid to moral purity. Athletics also furnish a most effective appeal for self-control and a clean life. The well known fact that immoral habits of thought and practice are detrimental to success in athletics can be used to make an effective appeal when moral teaching is not. Under the direction of the right man, physical training in our educational institutions furnishes the most ready approach to the lives of the students. He will always connect success in physical prowess, the thing in which the student is interested, with right habits of life.

Athletic sports are not merely a thing in which pupils and students may be permitted to indulge in order that they may expend their surplus energy on themselves rather than on the college grounds or the teachers. Physical training should be dignified by giving it an equal place with the sciences, philosophies and languages, in the curriculum, and the same careful provision of means and trained men to direct it. No educational system is adequate which does not aim at the whole man, which does not recognize the physical basis of intellectual and spiritual efficiency. Prof. Tyler of Amherst says, "Brain and muscle are never divorced in the action of healthy higher animals

and in healthy men. They should not be divorced in the education of the child. God has joined them together; let not man by any artificial system put them asunder."

We can not stop to dwell on the particular needs of China which physical training should meet. It is clear that physical training, in the largest sense, must play an important part in the making of the "New China." The questions involved in her uplift are most largely physical questions. The personal, domestic and public observance of the laws of health and life is a physical question. The elevation of the standard of living is a physical question; the combating of that terrible scourge, tuberculosis, is a physical question; the checking of the fearful infant mortality is a physical question, etc. The intellectual uplift of China must go hand in hand with her physical uplift, and her spiritual training must rest upon an adequate physical basis. "First that which is natural, then that which is spiritual," has ever been the order of Nature.

The Shanghai Young Men's Christian Association is undertaking a campaign for the promotion of physical training throughout the empire, not only within its own organization, but by every young man may be reached, especially in the schools and colleges. Permit me here to mention one or two points which we wish to advocate in the development of physical training for the Chinese, points in which we should avoid mistakes made in the development of physical training in America. We should encourage physical training for all—not an athleticism for the few; and we should pay attention to the weakest, not only seek out the strong and physically capable who can excel in physical contest, we should have for our chief aim the training of men for efficient lives, not the winning of prizes and the making of records; we should make athletics a means to a higher end and not an end in itself.

ON WOMAN'S DRESS.

The following is taken from the leading columns of a San Francisco paper:—

It is unlikely that the *Observator Romano*, noted as it is as a high authoritative religious journal, will succeed in changing the fashions of women's dresses by calling them "immoral and unwholesome." Women's clothing is a subject that cannot be understood by any of the ordinary processes of investigation and study. Satisfaction, and there is an end of it. It is one of the few things they can do without male interference and regulation, and they are going to do it.

It is to be questioned, however, whether the editor of the *Observator Romano* is right when he says that "all the present-day fashions are designed to excite the passions," and that they "make the guardian angels of their women weep." We have it on the authority of our own Detective Sergeant Redmond that the women of these very fashions are not so proper. And the dresses of women are designed simply to excite their wearers to best advantage, albeit opinion may sometimes differ as to the results obtained.

It might as well be admitted that dress is a very important factor in the life of a woman, and the prominence she gives to it is easily understood. It is not merely vanity which leads a woman to wish to wear a dress or a hat which is becoming to her or which is fashionable, but a knowledge of the importance to her of hiding or displaying the curves of the figure, as the case may be, and of attracting favourable attention.

To the woman in industry and to the woman in search of a husband the case is the same. Good clothing is a useful aid in securing work, and certainly it is necessary to please the eye of a prospective suitor. But it is useless to say that women dress merely to please men, or to excite the jealousy of other women. They have various objects. Perhaps they inherit tendencies in this way and would be at a loss to give an account for their feelings and ideas in this direction.

CONVERTING THE CHINESE.

In the matter of the American girl teacher, Elsie Sigel, who was murdered by her Chinese lover, a writer in *Harper's Weekly* says: "No better sense has been spoken than is attributed by the papers to Miss Helen Clark of the Clark Mission on West Street. For fifteen years, Miss Clark says, she has protested against white women attempting to Christianize Chinese, and she declares that there are more women missionaries degraded by Chinese men than there are Chinese converted. Miss Clark goes on to say: 'It is the attraction of sex that predominates in both cases, not that of religion. Despite all that is in the papers, the public does not see the other side—the Chinese side. The pictures that I have seen are of young, vain, frivolous white women deliberately flirting with and leading on their Chinese pupils. But consider what a puzzle such a woman must be to the Chinese, of a totally unaccounted to by freedom for women. It is strange that they misjudge behaviour that even an American man would question? 'A to what subtle attraction causes the downfall of the white woman missionary? I do not know. The Chinese is a mystic, but not romantic—not in the sense that would appeal to women. The only light I can see is in what might be called the gallantry of the Chinese, their kindness and gentleness to women.'"

Practically all the Chinese in the country, the American weekly adds, are living isolated from the women of their own race. They are about as dangerous associates for young girl missionaries as the girl missionaries are about as dangerous company for them, as could be conceived. For American women who are interested in the Christianization of the Chinese the place to work is in China and among the Chinese women. There there is a vast field to do, but among the Chinese men who live here there is no work in which young women may safely engage. Of all the Eastern countries China is in the days the most attractive to missionaries of disagreement and devotion. In the Chinese they see the best and strongest human material in the East, and the race that promises under Western influence and leading to develop the greatest efficiency and the highest character. Westerners, Christianize China by all means. She is ripe for it and needs it. But keep American girls out of the Chinese missions in this country. Miss Clark is right about that when she says, "White women must leave the lives of Chinese alone."

INJURY TO SEAMEN.

WORKMEN'S COMPENSATION.

The Court of Appeal last month heard an appeal from an award of the County Court Judge sitting at Liverpool as an arbitrator under the Workmen's Compensation Act, 1906. The actual sum in question in the (*McDermott v. Owners of s.s. Tintoretto*) case was very trifling, but the point involved was of great importance to both shipowners and seamen—namely, whether under Clause 3 of the first schedule to the Workmen's Compensation Act, 1906, the County Court Judge in fixing the amount of the weekly payment was bound to have regard to wages which had been paid to a seaman for the period between the happening of the accident and his discharge at a foreign port. In the present case the learned County Court Judge had declined to have regard to these payments on the ground that Clause 3 did not apply, inasmuch as by s. 7 (c) the weekly payment was not payable in respect of the period during which the owners were by the Merchant Shipping Acts liable to defray the expenses of maintenance of the injured seaman. The shipowners appealed. The facts are sufficiently stated in the judgment.

Mr. Horridge, K. C., Mr. J. B. Aspinall, and Mr. Segar were for the appellants; Mr. Atkin, K. C., and Mr. Stewart Brown for the respondents.

At the conclusion of the arguments last month the Court reserved judgment, which was delivered allowing the appeal, Lord Justice Kennedy dissenting.

JUDGMENT.

The Master of the Rolls read the following judgment:—"This appeal, though involving only a small sum, raises a question of importance and difficulty as to the application of the Act of 1906 to seamen. The general scheme of the Act is that a workman is entitled to compensation (a) from the date of the injury, and (b) during incapacity. See First Schedule, Clause 1, and Clause 3 of the same schedule as follows:—

"In fixing the amount of the weekly payment regard shall be had to any payment, allowance, or benefit which the workman may receive from the employer during the period of his incapacity." I do not find any ambiguity in this clause, as applied to an ordinary workman. "The period of incapacity" obviously dates from the accident, and it may be longer than the period during which compensation is payable, at least in one case—viz., where the incapacity lasts less than two weeks. (See Clause 1 (b), *proviso* (a).) This regard must be had to payments during the first week in fixing the amount of payment for the second week. Clause 3 is not limited to voluntary payments. It includes payments under a contract, whether for wages or otherwise. The clause does not direct these payments to be set off or deducted. To do this in every case would be obviously unreasonable. For example, if incapacity has lasted for four months when the matter comes before the County Court Judge, and he has paid full wages, or a sum equivalent to full wages, it would not be right to reduce the payment for the next two months to a nominal sum on the ground that, taking the period of incapacity as a whole, the workman will have had half his wages. "Regard shall be had" means only that in considering whether the maximum weekly sum—viz., half wages—shall be allowed, or something less, the fact of prior payments, or allowances, must not be overlooked. It is for the County Court Judge, in the exercise of his discretion, to say how this is to be worked out. In some cases, it may be proper to treat past payments as extinguishing, wholly, or in fact, the compensation for the past. In other cases it may be proper to reduce the weekly payment below the maximum. This Court ought not to be astute to find fault with the mode in which the discretion is exercised, provided only that it is not based upon a wrong principle. To refer to an example suggested in the argument, if an employer after an admitted accident gives £10 in imposed upon the County Court Judge by Clause 3 to have regard to this payment in assessing the amount of the weekly payment. The discharge of this duty may be difficult, but it is not impossible.

THE CASE OF THE SEAMAN.

Thus far I have dealt with the case of an ordinary workman. But section 7 of the Act makes the Act apply to seamen, not in its entirety, but subject to certain modifications. Sub-section (a) clearly shows that the period of incapacity is reckoned from the date of the accident on board the ship. Sub-section (b) provides that the weekly payment is not to be payable in respect of the period during which the Merchant Shipping Act, 1906, liable to defray the expenses of maintenance of the injured seaman. Now this liability continues until the seaman is brought back to a home port. With this modification, which alone is material for the purpose of this appeal, the Act, including Clause 4 of the First Schedule, must be applied to seamen. I said at the beginning of this judgment that I saw no justification for reading the words "during the period of his incapacity" as meaning during the period in which the employer is liable to pay compensation. I must take those words in their plain meaning, in the meaning in which they are used in Clause 1 of the Schedule, and I see no escape from the conclusion that payments made after the accident, but before the seaman is brought home, are things to which the County Court Judge must have regard.

Now the material facts are these:—The applicant was engaged on October 10, 1901, to serve as an able seaman on the *Tintoretto*, for a voyage not to exceed three years. On December 27, during rough weather, the applicant fractured his left leg and was totally incapacitated. He was discharged and paid off at New York on December 29, and taken to a hospital, where he remained until he was returned as a passenger at the owners' expense to this country on March 11. The County Court Judge has awarded him compensation from March 11, but has held that he ought not to have regard to the wages paid for the eight days from December 27. For the reasons above stated, I think the learned Judge did not take a correct view of his power and his duty. In the present case the amount is so small that probably only a nominal effect will be produced by having regard to it. But the case has been argued on principle, and our decision will govern other cases in which large amounts may be involved. I think the appeal must be allowed and the case remitted to the County Court Judge, with a direction that he is to have regard to the wages paid to the applicant between December 27 and December 29. For the respondents must pay the costs of the appeal.

In the argument before us no claim was made in respect of the expenses of maintenance, &c., as distinct from wages. I desire to keep an open mind upon this point should the case ever arise for decision.

Lord Justice Farwell read a judgment agreeing with the Master of the Rolls.

Lord Justice Kennedy read a dissenting judgment in the course of which he considered, in detail the provisions of the Merchant Shipping Acts and the Workmen's Compensation Act, 1906. His Lordship was of opinion that the

THERE IS SKILL AND THOROUGHNESS

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[36]

Legislature ought not to be taken in Clause 3 of Schedule 1 to have intended ineffectually to modify adversely to the workmen's interest the pre-existing statutory enactments by which at the date of the passing of the Workmen's Compensation Act he was benefited. Further, that in the case of the seamen, s. 7 (b) (c) contained all the limitation which the Legislature could be understood as placing upon his enjoyment of compensation under the Act. Clause 5 of Schedule 1 might be read as applying not to statutory payments or to statutory allowance or benefits, but only to the advantages received by the workman during his incapacity, which proceeded from the voluntary action of the employer.

THE NEW TAXI-TYPEWRITER.

The new taxi-typewriter scheme has all sorts of possibilities. If a man happens to be lazy he can have the machine wheeled up into his room in the hotel—these pay-as-you-go typewriters are to be found chiefly in hotels—and then he can go to work doing up his correspondence at his leisure.

There are many men who do not care to dictate to hotel stenographers and they would over so much rather write their own letters, but hitherto they have been unable to get the use of a writing machine conveniently.

Not all of them can make use of the ingenious scheme of the penniless young man who got his start as a secretary by getting a man to dictate letters to him and then making the rounds of the typewriter company offices pretending that he wanted to buy a machine, and writing out a letter in each office as a test of the machine he was supposed to be trying out.

The thing makes it appeal, too, to authors and writers who haven't the price of a typewriter. Of course, at thirty minutes for 10 cents it is not so cheap as hiring a machine at \$4 a month, but then it can be put aside when not wanted and is not costing money when it isn't in use.

One hotel corridor the other day was enlivened by the sight of a young man gravely copying off the written manuscript of some story that apparently soon was to start the rounds.

The presence of the taxi-typewriter in the hotel corridor has much the same effect as the various shows at Coney Island. Just because it's there folks are tempted to spend money on it.

A young man and a young woman were walking through a hotel the other day and they saw one of these devices.

"Can you write on a typewriter?" she asked, and the young man replied proudly that he could.

"So he spent 10 cents to prove to the young woman that he could. Of course, all of the typewriter clientele isn't like that. Mostly they are hard-headed persons, who hire the machine because they really have business correspondence they want to get off.—*New York Sun*.

ANCIENT SUNDAY SPORT.

The Vicar of Newham Paddox, Worcester-shire, has been taking Lord Denbigh to task for allowing the village youths to practice at his rifle range on Sunday afternoon. In the Book of Sports, as put forth by that most cautious head of the church, Charles I., with the approval of the Archbishop of Canterbury, the royal martyr renewed and confirmed the enactment of his father, James I., in the most explicit terms. "Our dear father of blessed memory, in his return from Scotland, coming through Lancashire, found that his subjects were debarr'd from lawful recreations upon Sundays after evening prayers and upon holidays; and he prudently considered that if these times were taken from them the manner sort, who labour'd hard all the week, should have no recreation at all to refresh their spirits."

And he did therefore in his princely wisdom publish a declaration to all his loving subjects concerning lawful sports to be used at such times. James I., in this declaration, sought to provide against two evils. The first was that not a few Catholics were prevented from turning to the reformed religion by the austerity of many of its ministers, who prohibited their converts recreation upon forbidden days, a deprivation which the Roman priests did not fail to utilize as a highly effective argument against conversion. The other evil was, to use James' own words, "That this prohibition breeth the common and manner sort of people from using such exercises as may make their bodies more able for war." Personally, James entertained a sincere dislike for war, but the "wisest fool in Christendom" saw that if war did come the thing of first necessity was an active and hardy population to fill the ranks of the army. With this intention not only did he give permission for more recreations, like Morris-dances and such forth, but he specially encouraged such manly exercises as archery, leaping and vaulting.—*Westminster Gazette*.

INTIMATIONS

TENDERS FOR REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out hereunder.

REVENUE FARMS IN THE STATE OF NORTH BORNEO.

1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named in Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exclusive privileges of the Farms described below for a period of one, two or three years commencing on the 1st January, 1910.

2. Any person either for himself alone or for himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, any tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out and fulfils all the conditions required of the Farmer.

All tenders so made will except at the express wish of the tenders to the contrary be received and treated by the Government as strictly confidential.

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under sealed cover.

All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date, after which the successful tenderer will be selected.

3. The Farms, above referred to, are:—
BRITISH NORTH BORNEO.—OPUM, SPIRIT, GAMBLING AND PAWNBROKING, as follows:—

(a) In one concession for the whole State.

(b) In one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively:—

(i) SANDAKAN DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinahatangan River and on the other by the true left watershed of the Putian River.

(ii) KUDAT DISTRICT.—The Territory bounded on the one side by the true left watershed of the Putian River and on the other by the true right watershed of the Putian River.

(iii) WEST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Putian River and on the other by the Northern Boundary of Province Clarke.

(iv) EAST COAST DISTRICT.—The Territory bounded on the one side by the true right watershed of the Kinahatangan River and on the other by the Dutch Boundary on the South at Broekschep point.

(v) PROVINCE CLARKE.—being the Territory between Davu-Batu and the Lawas Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms:—

(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years respectively. The tenderer must also state the proportion of the amount of the Rent to be allocated to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose.

(d) The successful tenderer will be called upon to enter a contract under the provisions of the Proclamations named in Schedule A appended.

(e) Copies of the Forms of Contracts for the Farms may be seen on application at the Office of the said SECRETARY, at Sandakan, or of Messrs. GIBB, LIVINGSTON & CO., at Singapore, or of Messrs. GIBB, LIVINGSTON & CO., at Hongkong.

(f) The successful tenderer will be required to deposit with the Finance Commissioner, Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent.

(g) The retail rates for Chanda fixed by Government for the Opium Farm for 1910, 1911 and 1912 are those specified below:—

Per tahil..... \$ 2.40

“ 500 „..... 00.30

“ 500 „..... 00.15

“ 500 „..... 00.12

“ 500 „..... 00.09

“ 500 „..... 00.06

“ 500 „..... 00.03

(h) The Opium Farmer is responsible for seeing that Chanda is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government, and named above (g).

The Opium and Spirit Farmers may fix their own prices for supplying the Opium and Spirit Farm Shops wholesale with Chanda and Spirit.

(i) During the continuance of the Farm period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any Opium or Chanda prepared by them, and to any vessel containing Spirits for sale.

(j) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they propose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be required to execute a mortgage of the property to the Government as provided for by law.

(k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton.

(l) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:—

SCHEDULE A.

The Opium Proclamation No. 15 of 1901 as amended by No. 7 of 1904.

The Liquors Proclamation No. 17 of 1901.

The Pawnbrokers Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and No. 3 of 1906.

The Gambling Proclamation No. 8 of 1891.

Hongkong, 3rd May, 1909. [1909]

INTIMATIONS

THEATRE ROYAL

CITY HALL

4 NIGHTS ONLY 4

COMMENCING

THURSDAY, AUGUST 12th.

MAURICE E. BANDMANN PRESENTS

THE MERRY LITTLE MAIDS COMIC OPERA CO.

THURS. Aug. 12th.

The Enormously Successful Comic Opera A WALTZ DREAM.

FRI. Aug. 13th.

For the First Time in Hongkong. The Great Gaiety Theatre Success HAVANA.

SATUR. Aug. 14th.

The Hit of the Century. The World's Record Breaker THE MERRY WIDOW.

MON. Aug. 16th.

Gilbert and Sullivan's Masterpiece THE MIKADO, From the Savoy Theatre, London.

PRICES... \$3, \$2 & \$1.

Box Plan now Open at—

S. MOUTRIE & Co., LTD.

Doors Open at 8.30. Commence at 9 P.M.

Hongkong, 2nd August, 1909. [1909]

AUCTIONS

E. R.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

ON TO-DAY AND TO-MORROW.

the 9th and 10th AUGUST, 1909, at 10 A.M., each day, at H.M. NAVAL ESTABLISHMENTS, SUNDY OLD AND SURPLUS NAVAL AND VICTUALLING STORES, comprising:—

OLD AND SURPLUS NAVAL STORES:—

CHAIN, WOOD BLOCKS, HOSES, TOOLS, OLD IRON and METAL, OLD MACHINERY, ELECTRIC CABLE and GEAR, MATS and HATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, SURGICAL INSTRUMENTS, &c., &c., &c.

OLD AND SURPLUS VICTUALLING STORES:—

PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLEMENTS, STAVES; and a quantity of ELECTRO-PLATED ARTICLES, &c., &c., &c.

Catalogues will be issued.

TERMS OF SALE.—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 24th July, 1909. [1909]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction.

FOR ACCOUNT OF THE CONCERNED, ON THURSDAY,

the 19th AUGUST, 1909, at 3 P.M., alongside Queen's Statue Wharf, The Steam-Launch

"SWALLOW,"

Length over all 78 feet.

Breadth 14 feet 4 inches.

Moulded Depth 8 feet.

Capacity—Gross Tonnage 65.53, Net Tonnage 35.96, Compound Surface Condensing Engines 94 by 18, Working Pressure 125 lbs, 8 years old.

Licensed to carry:—Within the Harbour Limits—120 passengers.

Within the Local Trade Limits—81 passengers.

Outside the Local Trade Limits—24 passengers.

Terms.—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 5th August, 1909. [1904]

AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT

PER CASE \$15

THIS VAT WAS STAMPED BY THE LATE ROBERT THORNE OF GREENOCK AND HAS BEEN SOLD BY J. WATSON & CO. LTD.

SCOTCH WHISKY.

SOLE AGENTS IN 1033

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO. LTD.

DAVID COESAR & SON'S

MERCHAND NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

1674

SCIENTIFIC MISCELLANY.

THE REFLECTING MAGIC LANTERN.—HALLLEY'S COMET TO DECIDE A PRIZE CONTEST.—COMPLEXITY OF LIGHTNING FLASHERS.—ARTS OF THE AMERICAN INDIAN.—FLY DAYS.—TELEPHONE SIGNALS OF FISHERS.—A NOVEL ELECTRIC LAMP.—THE RUBBER TEST.—A SUNKEN ROCK SPIRE IN A DREE BAY.

The Fifax reflectoscope, an English apparatus, is claimed to be the best solution so far of the problem of reflecting post cards, photographs and other pictures or designs so that they may show as sharp and brilliant as the views projected by the ordinary transparent lantern slides. The new magic lantern resembles the ordinary one in general appearance, but the picture is placed at the back, where a 3,000 candle-power beam of light is concentrated upon it by two reflectors, and the image is retransmitted through the lens to the screen. Though other powerful lights may be used, gas, with special high-pressure burners and incandescent mantles, has been found to give the steadiest and most penetrating beam. The operation of the high-pressure gas system costs about half a cent an hour. Specially-prepared slides are not needed, the colours and details of the reflected pictures are shown vividly on the screen and magnified as required, and book pages or other letterpress printing may be exhibited as well as all kinds of pictures.

A novel competition is to be decided by Hallley's comet, which is expected soon to come in sight for a few months of its 75-year circuit around the sun. A wealthy European amateur astronomer offered a prize for the best computation of this comet's orbit submitted before the close of 1908, and a competing ephemeris for this year and next indicates a very different route from that expected, showing the perihelion passage in the middle of June, instead of the middle of April, 1910.

Accumulating evidence shows that lightning flashes may have a much more varied structure than was formerly supposed. Photographs by A. Larsen, a Danish photographer, indicate that flashes may be made up of small electric discharges, or nuclei, of which forty may follow along nearly the same path in half a minute.

Considering the industries of the American aborigines, J. L. Cowan finds that basketry is the chief and oldest, and was well advanced when Friar Marcos de Niza visited Arizona and New Mexico in 1539. The designs, instead of being accidental or representing personal tastes, have traditional significance. The cobweb pattern is associated with the spider deity, the deer-hunt with gods of the chase, and even a break in the design is intended to give exit to evil spirits that it is not desirable to keep confined. Colours also have their meanings, red—the most important and sacred—typifying the life of man. The evolution of pottery from basketry can be traced, the basket being covered with clay as a protection against fire, but the old artistic decoration and perfection of form and workmanship in pottery are to be found only among the Hopi and Zuni communities. Blanket weaving is the latest of the Indian manufactures. Plaiting and weaving were known before the Europeans came, but only after the introduction of sheep and goats was the skill developed that has enabled the Navajos to weave the finest blankets produced in the world.

A curious result of the fly-pest investigation in London has been the discovery that the number of flies in a house varies greatly from day to day, the cooking operations and greater use and warmth of the rooms causing a large week-end increase. The daily average noted by one observer was 26 for Friday to Monday, 14 from Monday to Wednesday, and 8 from Wednesday to Friday. Washing days have a marked influence, and in one instance wedding preparations decidedly increased the flies. Horse refuse is the chief breeding ground of house flies. The number in some localities is almost incredible, and the bulk of a summer's catch with fly-paper in one small room would have been an appreciable percentage of the room's prevalence of summer sickness.

In the telephone hunt for fishing in Norway, a microphone in a water-tight steel box is lowered into the sea, and transmits to the telephone receiver in the boat a whistling sound if herring are about and a kind of grunting if cod are near.

Plates of aluminium alloy used as electrodes form a new kind of electric lamp that seems to promise efficient and economical lighting. Trial was made with an alloy much used for motor castings, and containing 90 per cent. of aluminium, the remaining 10 per cent. being chiefly copper and tin, with some manganese, iron and zinc, and traces of silicon. Immersed in a solution of common borax, such electrodes stand a current gradually brought up to 250 volts. The current caused the electrodes to glow like white hot iron in water, without the sparking of pure aluminium, and with a lowered voltage an opal-coloured light was produced, giving the effect of a building lighted with many concealed lamps. Beyond 290 volts, small, shifting sparks appeared over a white surface. The glow resembles the light sometimes seen about wires carrying currents of very high tension, but in this case there is a static discharge of electricity through the very thin film of aluminium oxide coating the plates.

The elasticity and hardness of rubber are now determined by an apparatus which is the schlieren scope, which shows the hardness of steel by the rebound of a pointed steel hammer. A sharp point is forced into the rubber, and the force exerted and the depth of penetration are automatically recorded on graduated circles, a combination of these indications giving the degree of hardness. The elasticity is shown by the height of rebound of a steel ball when dropped upon the rubber from a measured height.

The apparatus is simple, and easily and rapidly tests the relative value of different specimens of rubber.

The cleverness to chart-makers of some dangers to navigation in familiar waters is illustrated in a new work by G. R. Putnam. In the much traversed Blue Hill Bay, Maine, was lately discovered a pinnacle rock that rises from a depth of 78 feet to within seven feet of the surface, with almost perpendicular sides and a top only six feet in diameter.

THE NUTRITIVE VALUE OF BEER.

MEDICAL COMMISSION IMPRESSIONS.

Some years ago a great outcry was raised over Professor Atwater's discovery that alcohol in small quantities was oxidized in the human system and produced heat, and was therefore a food. After a long and tortuous discussion, in which the Professor was called a number of hard names, it dawned upon his detractors, writes an exchange, that this scientific fact did not in any way deny the evils of intemperance or oppose their advocacy of total abstinence. It was, indeed, merely a scientific truth with no moral bearing one way or the other. A somewhat similar report has just been made public by a special Government Commission in England in which a good word is uttered for the nutritive value of beer. The general idea that beer is primarily an alcoholic drink is opposed in this report, which holds that, when well and properly made, it is a beverage containing a very small amount of nutritive material. Says The Hospital, London, in an editorial about the report:—

"It is time that the erroneous view that beer has no nutritive value in itself, and merely consists of a beverage upon which a certain portion of the community intoxicates itself, should be exposed and discarded. The results of our Commission show that beer is par excellence the nutritive alcoholic beverage. All beverages because they contain alcohol should not be regarded in the same light. The spirit-drinker is committing quite a different act from the beer drinker; in fact, beer is much farther removed, from the point of view of its alcohol content, from some wines and all spirits than it is from ginger beer."

"When a man drinks good beer he drinks and eats at the same time, just as when he eats a bowl of soup. The terms 'eat' and 'drink' are curiously but inconsequently used as connecting the difference between what is merely quenching our thirst, and what is actually sustaining nourishment. Our Commissioners point out a man might more properly be said to eat beer than to eat certain kinds of soup, or indeed watermelon. Their report will enable members of the medical profession and the public to understand clearly what constitutes good beer, and where and how they may obtain it. Beer-drinkers, the numbers of whom we hope will increase considerably as the result of the researches of our Commissioners, are now in a position to protect themselves from bad beers, and we hold the view that it would be infinitely better for the well-being of the people of this island as a whole if they were to select beer as their habitual drink, rather than wines or spirits. Climatic conditions have a good deal to do with the dietetic value of substances used for allaying thirst. Our Commissioners properly drive home that when a man drinks beer or stout habitually, he is not only drinking but eating, a fact which has not been sufficiently recognized in recent years. These beverages contain all the elements of a typical diet, with the exception of fat and in a proportion approximately physiological. Our Commissioners remind us that if the worth of a food is measured by its calorimetric value, the fact is that a glass of good ale is approximately as nourishing as a glass of milk, and that a quart of good beer is nearly equivalent to a quarter of a pound of beef."

BENGER'S FOOD

A Food of great nutritive value which can be made suitable for any degree of digestive power by the simple process of letting it stand for a longer or shorter period at one stage of its preparation.

When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

DINNEFORD'S

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

DINNEFORD'S MAGNESIA

The Physician's Cure for Gout, Rheumatism, Gravel, and all kinds of Urinary Disorders. Safest and most Effective Aperient for Regular Use.

NOTICES TO CONSIGNEES

S.S. "TOKIN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Bordenaux s.s. "Ville de Clite" and "P. Leroy Lallier" in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after Monday, the 9th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 9th inst., or they will not be recognized.

All damaged packages will be examined on Monday, the 9th inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent.

Hongkong, 2nd August, 1909. [2]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CALEDONIA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Marmora"

From Australia, ex s.s. "Macedonia."

From Calcutta, ex s.s. "Nora."

From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 10th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th August, 1909. [1]

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENGLOB,"

FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th August, 1909. [1043]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU,"

having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 12th inst. will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godown for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 6th August, 1909. [1049]

PRINTING

Nothing creates such a good impression in business as the use of First Class Printing.

The difference in cost between good and bad printing and material is generally nil.

THE "HONGKONG DAILY PRESS" PRINTING WORKS

turn out the Best Printing at Reasonable Prices.

Apollinaris

THE QUEEN OF TABLE WATERS.

48 Quarts	\$14.00
24 Quarts	7.00
48 Pints	11.50

SHIPPING.

ARRIVALS.

Amico, German str., 822, H. Frandsen, 6th August—Chiefer 31st July—Jensen & Co. Borneo, German str., 1,344, F. Sembill, 7th August—Sankalan 2nd August, Timber and General—Melchers & Co. CHANGCHOW, British str., 1,202, A. Partridge, 6th August—Wakamatsu 30th July, Coal—Butterfield & Swire. CYCLOPS, British str., 5,747, H. C. Harris, 7th August—Manila 5th August, General—Butterfield & Swire. DERWENT, British str., 1,562, J. Jenkins, 6th August—Suigon 2nd August—General—Manila. HAYANO, British str., 1,362, Hodgins, 8th August—Fochow via Swatow 7th Aug. General—Douglas, Lapraik & Co. HELICOPUS, British str., 2,927, J. W. Martin, 6th August—Chingwantao 1st August, Ballast—Gibb, Livingston & Co. KURICHOW, British str., 1,215, W. E. Brown, 7th August—Tientsin 28th July, General—Butterfield & Swire. LUCROW, British str., 1,215, W. E. Brown, 7th August—Hohow 6th Aug. General—Butterfield & Swire. MAGALLAN, American str., 1,375, Adolfo Ivesal, 7th August—Manila 3rd Aug. Ballast—Order. MEEPOO, Chinese str., 1,339, L. McArthur, 7th August—Shanghai 4th August, General—C. M. S. N. Co. SUNGKIANG, British str., 987, C. Plunkett, 7th August—Hohow 3rd August, Ballast—Butterfield & Swire.

DEPARTURES.

7th August. ALDENHAM, British str., for Shanghai. CHITO MARU, Jap. str., for Keelung. DELHI, British str., for Europe, &c. EROH, British str., for Manila. FOOSHING, British str., for Ningpo. GLENKEL, British str., for Singapore. KUNSHAN, British str., for Singapore. KUNSHAN, Chinese str., for Shanghai. RUBI, British str., for Manila. SIGAL, German str., for Takao. 8th August. BARI MARU, Japanese str., for Moji. CHENAN, British str., for Shanghai. CHOWTAI, German str., for Swatow. DAIJIN MARU, Japanese str., for Swatow. ESKDALE, British str., for Moji. GLENKEL, British str., for Amoy. HAINAN, British str., for Swatow. KASHING, British str., for Hainan. KUNSHAN, British str., for Hainan. LAETTES, British str., for Saigon. SIKH, British str., for Singapore. TOTOMI MARU, Jap. str., for Singapore.

SHIPPING REPORTS.

The British str. *Haitung* reports: Fresh to mod. W.S.W. winds and smooth sea, showing overcast sky.

VESSELS IN DOCK.

August 7th. ABERDEEN DOCK.—Kowloon Dock—*Forwards*, H.M.S. Janus, H.M.S. Tamar, Batum, Clansang, Suisang, Persia, Sorogon, Dos Hermanos. COSMOPOLITAN DOCK.—*Mayallines*. TAIKOO DOCK.—*Hanchow, Kashing, Chin-ling, Chantai*.

VESSELS ON THE BERTH

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship

"WELSH PRINCE," will be despatched for the above Ports on SATURDAY, the 14th August, 1909. For Freight and Passage, apply to AERHOLD, KARBURG & Co., Agents. Hongkong, 24th July, 1909. [915]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above on MONDAY, the 23rd inst., at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 6th August, 1909. [1050]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct). Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the Brazils to RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)

THE Company's Steamship

"SILESIA," Captain Rodonich, will be despatched as above on or about the 25th August. This Steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 30th July, 1909. [5]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commanding from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA	Brit. str.	—	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	About 11th inst.
LONDON &c. VIA USUAL PORTS OF CALL.	CALADRIA	Brit. str.	—	W. Hayward, R.N.E.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	OSKARTHENSCHIE	Ger. str.	—	Daniel	JARDINE, MATTHESON & Co., Ltd.	About 25th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SAMRIA	Ger. str.	—	Müller	HAMBURG-AMERICA LINE	On 12th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	ANABIA	Ger. str.	—	Neumann	HAMBURG-AMERICA LINE	About mid. of Sept.
HAVRE & BREMEN & HAMBURG, &c.	ANDALUSIA	Ger. str.	—	Block	HAMBURG-AMERICA LINE	On 1st Sept.
HAVRE & BREMEN & HAMBURG, &c.	SPERZA	Ger. str.	—	Feder	HAMBURG-AMERICA LINE	On 14th Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	SLAVONIA	Ger. str.	—	Feder	HAMBURG-AMERICA LINE	On 18th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	YEDDO	Ger. str.	—	Feder	HAMBURG-AMERICA LINE	Middle of Aug.
MARSEILLES, &c. VIA PORTS OF CALL.	ERNEST SIMONS	Ger. str.	—	Girard	MESSAGERIES MARITIMES	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AWA MARU	Brit. str.	—	A. Kelch	NIPPON YUSEN KAISHA	On 19th inst., at D'Night
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CARNATONSHIRE	Brit. str.	—	Ingram	JARDINE, MATTHESON & Co., Ltd.	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SARINIA	Ger. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 1st Sept., at D'Night
MARSEILLES, HAVRE & HAMBURG, &c.	CAPHAY	Ger. str.	—	Babel	HAMBURG-AMERICA LINE	On 2nd Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	MIRHIMA MARU	Jap. str.	—	A. E. Moses	MELCHERS & Co.	End of Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	PRINZ LUDWIG	Jap. str.	—	F. W. Binner	NIPPON YUSEN KAISHA	About 25th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA MARU	Jap. str.	—	Radonich	MELCHERS & Co.	On 30th inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	PRINZ LUDWIG	Jap. str.	—	W. G. Williams	MELCHERS & Co.	On 11th inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	SULEIA	Ger. str.	—	W. G. Williams	MELCHERS & Co.	About 25th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	INDIAWADI	Ger. str.	—	W. G. Williams	MELCHERS & Co.	On 21st inst.
MARSEILLES, HAVRE & HAMBURG, &c.	WELSH PRINCE	Brit. str.	—	W. G. Williams	MELCHERS & Co.	On 14th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	LENNOX	Brit. str.	—	J. Boyd	CANADIAN PACIFIC R.R. Co.	About 14th Sept.
MARSEILLES, HAVRE & HAMBURG, &c.	EMPEROR OF JAPAN	Brit. str.	—	J. Boyd	CANADIAN PACIFIC R.R. Co.	On 18th Sept., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	AMERICA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 28th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	KAGA MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 17th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	SHIMAZU MARU	Jap. str.	—	K. Kawara	NIPPON YUSEN KAISHA	On 14th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	COBLENZ	Ger. str.	—	St. John George	MELCHERS & Co.	On 13th inst., at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	CHANGSHA	Brit. str.	—	M. Yagi	BUTTERFIELD & SWIRE	On 23rd inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	ALDENHAM	Brit. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 3rd Sept., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	NIKKO MARU	Jap. str.	—	Sawer	NIPPON YUSEN KAISHA	On 1st Oct., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	KUMANO MARU	Jap. str.	—	W. J. Davies	JARDINE, MATTHESON & Co., Ltd.	On 11th inst., at 3 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	CHUNSHAN	Brit. str.	—	J. Nagao	JARDINE, MATTHESON & Co., Ltd.	On 20th inst., at 5 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	HINSHAN	Jap. str.	—	Wm. Bainbridge	NIPPON YUSEN KAISHA	On 27th inst., at 5 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	KISAGAWA MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 1st Sept., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	KUMANO MARU	Jap. str.	—	H. Koops	JARDINE, MATTHESON & Co., Ltd.	Quick despatch.
MARSEILLES, HAVRE & HAMBURG, &c.	TIKINI	Brit. str.	—	W. D. Welsh	JARDINE, MATTHESON & Co., Ltd.	To-day, at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	SUISAN	Brit. str.	—	G. Booker	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	KUNSHAN	Brit. str.	—	K. Kople	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	NANCHANG	Brit. str.	—	F. Prosch	MELCHERS & Co.	About 11th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	BURLOW	Ger. str.	—	A. E. Sandbach	MELCHERS & Co.	End of Aug.
MARSEILLES, HAVRE & HAMBURG, &c.	CATHAY	Brit. str.	—	A. Stewart	JARDINE, MATTHESON & Co., Ltd.	To-morrow, at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	HANGSANG	Brit. str.	—	Y. Fussen	DAVID BARSON & Co., Ltd.	To-morrow, at 1 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	ABRATON APCAR	Jap. str.	—	B. Kon	OSAKA SHOSHEN KAISHA	On 12th inst., at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	BOSUN MARU	Brit. str.	—	G. Stenbrin	BUTTERFIELD & SWIRE	On 12th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	ABRATON APCAR	Jap. str.	—	W. H. Hall	HAMBURG-AMERICA LINE	On 13th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	YEDDOH MARU	Jap. str.	—	W. H. Hall	HAMBURG-AMERICA LINE	About 13th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	SPERZA	Ger. str.	—	W. H. Hall	HAMBURG-AMERICA LINE	On 15th inst., at D'Night
MARSEILLES, HAVRE & HAMBURG, &c.	BORNEO	Brit. str.	—	W. H. Hall	HAMBURG-AMERICA LINE	On 16th inst., P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	LYMAN	Brit. str.	—	W. H. Hall	HAMBURG-AMERICA LINE	On 17th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	AUSTRALIAN	Brit. str.	—	W. H. Hall	HAMBURG-AMERICA LINE	About 19th inst.
MARSEILLES, HAVRE & HAMBURG, &c.	C. FRED. LARSEN	Ger. str.	—	W. H. Hall	HAMBURG-AMERICA LINE	On 24th inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	CHINESE	Brit. str.	—	W. H. Hall	HAMBURG-AMERICA LINE	Quick despatch.
MARSEILLES, HAVRE & HAMBURG, &c.	DEVANHA	Brit. str.	—	P. J. van Emmerik	JARDINE, MATTHESON & Co., Ltd.	To-morrow, at 2 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	FOOKANG	Dut. str.	—	Hodgins	DOUGLAS, LAFFRAK & Co.	On 18th inst., at 2 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	TEILAKAT	Brit. str.	—	W. C. Passmore	DOUGLAS, LAFFRAK & Co.	On 15th inst., at 10 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	HAIFONG	Brit. str.	—	H. Murphy	OSAKA SHOSHEN KAISHA	On 13th inst., at 9 A.M.
MARSEILLES, HAVRE & HAMBURG, &c.	DAISI MARU	Jap. str.	—	A. A. B. Rofe	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	SINGAR	Brit. str.	—	R. Rodger	JARDINE, MATTHESON & Co., Ltd.	On 14th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	TAMING	Brit. str.	—	A. W. Osterbridge	BUTTERFIELD & SWIRE	On 17th inst., at 3 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	YUENSHAN	Brit. str.	—	S. J. Payne	JARDINE, MATTHESON & Co., Ltd.	On 21st inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	ZAVIRO	Brit. str.	—	R. W. Almond	SHAW, TOMES & Co.	To-morrow, at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	TRAN	Brit. str.	—	G. H. Pennefather	BUTTERFIELD & SWIRE	Beginning of August.
MARSEILLES, HAVRE & HAMBURG, &c.	LOONGSANG	Brit. str.	—	F. Sembill	MELCHERS & Co.	On 11th inst., at Noon.
MARSEILLES, HAVRE & HAMBURG, &c.	BOH	Brit. str.	—	Belkote	CARLOWITZ & Co.	On 31st inst., at 3 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	BORNEO	Brit. str.	—	Bradley	JARDINE, MATTHESON & Co., Ltd.	On 12th inst., at 4 P.M.
MARSEILLES, HAVRE & HAMBURG, &c.	KUTANG	Brit. str.	—	J. Robinson	BUTTERFIELD & SWIRE	Quick despatch.
MARSEILLES, HAVRE & HAMBURG, &c.	SHANTUNG	Brit. str.	—	Zwart	JATA-CHINA-JAPAN LINE	
MARSEILLES, HAVRE & HAMBURG, &c.	TIJIBODAS	Dut. str.	—			

NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG" Capt. F. v. BINDER	Wedday, 11th Aug. at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BUELOW" Capt. F. Prosch	About Wedday, 11th August.
MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ" Capt. H. RAEDERER	Friday, 13th Aug. at 10 A.M.
KUDAT & SANDAKAN	"BORNEO" Capt. F. SEMBELL	Beginning of August.

For further Particulars, apply to

NORDDEUTSCHER LLOYD, MELCHERS & Co., GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 30th July, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VANCOUVER, B.C., TACOMA & SEATTLE

VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
* AYMERIC	4,363	J. Boyd	On 26th August.
SUVERIC	6,232	S. Shotton	On 23rd September.

* These Steamers are specially fitted for the carriage of Asiatic Stevedore Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS.

Hongkong, 20th July, 1909.

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FOURTEENTHLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. FOURTEENTHLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"AUSTRALIE" Capt. K. X.	On 16th Aug. P.M.
MARSEILLES VIA PORTS	"ERNEST SIMONS" Capt. Girard	On 17th Aug. 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"POLYNESIE" Capt. Broc	On 30th Aug. P.M.
MARSEILLES VIA PORTS	"TONKIN" Capt. Charbonnel	On 31st Aug. 1 P.M.

Transshipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interceptors meet Passengers on their arrival in Marseilles.

For further Particulars, apply to P. DE CHAMPMORIN, AGENT, Queen's Building.

Hongkong, 4th August, 1909.

CANADIAN PACIFIC RAILWAY CO'S ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong	From Quebec
"EMPRESS OF JAPAN" Sat., 14th Aug.	"EMPRESS OF BRITAIN" Fri., 10th Sept.
"EMPRESS OF CHINA" Sat., 4th Sept.	"ALLAN LINER" Friday, 1st Oct.
"MONTEAGLE" Saturday, 18th Sept.	
"EMPRESS OF INDIA" Sat., 25th Sept.	"EMPRESS OF IRELAND" Fri., 22nd Oct.
"EMPRESS OF JAPAN" Sat., 15th Oct.	"ALLAN LINER" Friday, 12th Nov.

"Empress" Steamships leave HONGKONG at 6 P.M. at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

The "EMPRESS" steamers on the Pacific and on the Atlantic are equipped with the Marconi Wireless Apparatus. Hongkong to London, 1st Class via Canadian Atlantic Ports or New York £71.10 Intermediate class (on Steamers) £43. 1st Class Railway £45.

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Passengers Booked through to all points and ABOUT THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. GRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya, opposite Black Pier.

VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, AND KOBE.

THE Steamship

"ARRATOON APCAR."

Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 10th inst., at 1 P.M.

This Steamer has superior accommodation for passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN (Occupying 24 Days).

Steamers leave about every 3 weeks for Shanghai and Yokohama, returning via Kobe (Inland Sea), Moji to Hongkong, providing a stay of 5 to 6 days in Japan.

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip, £120.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 7th August, 1909. [1039]

NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through rates to PERSIAN GULF and INDIAN, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"ISCHIA."

Captain Bekisto, will be despatched as above on WEDNESDAY, the 1

